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## THE ASTORIAN.

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D. C. IRELAND, Proprietor

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### CITY INTELLIGENCE.

—The postage on the TRI-WEEKLY ASTORIAN is 15 cents a quarter (Currency) which must be paid at the subscribers post-office.

—Oysters in every style, at all hours of day or night, at the PARKER HOUSE RESTAURANT, Main street, Astoria.

—Capt. George Flavel returned from his San Francisco visit by the Oriflamme last Tuesday. Mrs. F. and the family will remain in California several months.

—Mr. Henry Kindred, who met with a frightful accident recently on board the steamer Dixie Thompson, nearly costing him his right hand, is recovering slowly.

—The lower red buoy on Clatsop spit, Columbia river, has broken from its anchor, and was met by the Oriflamme outside the bar on Tuesday morning. This was a very important buoy, and should be immediately replaced.

—A neat, clean, cozy place, for gentlemen and ladies to enjoy a dish of fresh Oysters—is at the PARKER HOUSE RESTAURANT.

—Gen. Adair and Messrs. C. Leinenweber & Co., of the upper town, have recently made an important exchange of real estate fronting on the bay, with the view of extending improvements upon one half of the property involved in the transaction, amounting to some seven or eight lots.

—Several parties are now on the streams of Clatsop county in search of valuable furs. Mr. Philip Condit of Clatsop Plains informs us that he has caught about twenty fine beaver within a month past, on Clatsop creek and in that vicinity. Messrs. H. S. Dyson & Co. are doing very well on Young's river.

—We are in receipt of a fine cluster of large ripe black-berries, plucked from the parent stem on the day before Thanksgiving, from the garden of N. F. Mudge esq., of this city. Blackberries from the bushes in Oregon on Thanksgiving day! put that in your newspapers, ye of the Atlantic side, who are commenting upon inclement weather, frozen up canals, and deep snow drifts.

—Last Tuesday evening we received a handsomely printed invitation and complimentary ticket from the Oregon City Turn Veriens, to be present at their party at Myer's Hall on the evening of the 26th, but as Messrs. Hobson & Warren had also conferred upon us a token of friendship in the shape of an elegant fat turkey, for our thanksgiving dinner, we could not consistently leave Astoria on that day. We thank our friends however for their kind remembrance, and especially are we grateful to Messrs. Hobson & Warren for their present.

—After the close of the Lodge, at Odd Fellows' hall in this city Thanksgiving evening, the members present, numbering some thirty-five brothers of the order, re-assembled, with Mr. I. W. Case in the chair, and temporarily organized an Odd Fellows' Hall Association. Messrs. J. H. D. Gray, C. H. Page, C. H. Bain, J. Chappell, and G. Reed, were appointed a committee to draft articles of incorporation, fix the amount of capital, determine the value of shares, etc., and report next Thursday evening.

—Tillamook surf rolling—more rain.

—Skating on the walks fine sport now.

—McCormicks Almanac for 1874 is out.

—Sheriff Twilight is now ready to receive taxes on the new assessment.

—During the operation of starting some new machinery at the Hemlock tannery on the 27th, a man stumbled and fell into a vat prepared to receive ox-hides. He came out looking very much as though he was opposed to that sort of tanning process.

—Thanksgiving day 1873 could not have been more generally observed in any community than it was here, by the people of Astoria, and everybody appears to have been recuperated and ennobled, by such rest and social reunions as the day invoked—many a fat turkey, pig, or chicken, was sacrificed in honor of the event.

—On the 26th one of the workmen on the roadway of the Farmers wharf dumped the top of a pile into the Farmer Pet, (a square-toed scow used about the works), and in the confusion which followed lost overboard a cross-cut saw, hand-axe, hammer and other tools, which will probably sprout, before they are recovered.

—The new circular saw at Leinenweber and Co's was started up on Thursday, making about 99,999 revolutions a minute, or thereabouts. Our informant says he counted as far as 99,900 when his eye was caught by a man in one of the tannery vats who drew himself out on sight. The saw was stopped, but will resume some day next week.

—Capt. Flavel's pile driver, which has been to Brookfield under contract to drive the piling for Megler and Jewetts wharf at that place, was returned to Astoria on Thursday. The work progressed rapidly under the supervision of Mr. Gist, and notwithstanding his disabled hand 260 large piles were securely planted, in nine working days. The driver was away thirteen days, T. J. Reeves engineer.

—For fresh Oysters, in every style, call at the PARKER HOUSE RESTAURANT.

—Beaver Lodge No. 35, Odd Fellows of Astoria, will celebrate the anniversary of the institution of the Lodge, December 22d, 1873, by a social reunion at the hall; and on the evening of the 31st by a second meeting, of similar character, to bid the Old Year adieu and welcome 1874, at both of which a happy, joyous, festive occasion may be anticipated. The order here is gradually gaining strength, and promises well for future years.

—Now comes the statement that Captain Jones, of the schooner Energy at Shoalwater bay, did not try to slip off without paying a debt of honor. It is said that he was prevented from coming ashore by the prevalence of a strong southerly wind, and that he voluntarily tendered the money to Sheriff Whitcomb, who was going the same way, as he was anxious to cross the bar before the sea got too heavy. The difficulty with the cook originated from his shying a plate at the Captains head. The "other side" say that Captain Jones was justified in acting as he did.

—We have in Astoria several young men of mild disposition, who are as careful of themselves as they are of those about them, and whether it be owing to the salubrity of the climate, or what, the croppings of an even disposition will appear upon the surface often when least expected, as was the case a few evenings since, at a discussion on the subject of a cemetery improvement, when one of our young men made a stirring appeal in behalf of the improvement, concluding his argument with the statement that the cemetery should make a place of public resort. Verily, there appears to but little other uses for a cemetery here—but we quite coincide with the views taken in favor of practical improvement of the grounds.

### EDITORIAL NOTES, ETC.

—The Portland Bulletin says that "the shoaling of the Columbia at points below (Portland) is now the one thing which injuriously affects our commerce. An appropriation should be obtained to remove these obstructions and clean the channel at the earliest possible day. It is the one great need of Oregon being in importance to our producing classes far above anything that Government can aid us in." It is indeed a very great misfortune for Oregon that the Pacific Ocean will not throw an arm inland 120 miles to Portland of sufficient depth to float sea craft. The city of Portland has been, is, and expects to continue to be, of such importance and benefit to the producing classes of this State that it is a misfortune that she is not in tide water, with a harbor equal to the necessities of the case. Congress has made a grant of land to secure the building of a railroad to such a point on the Columbia as will admit the entrance of the largest of sea going vessels. But railroad companies are monopolists, and Congress should now make another appropriation for the purpose of dredging a ship channel from Astoria to Portland, that vessels may compete with the iron horse, and deprive his neigh of the terror with which it now afflicts so many. There is now one vessel (Prof. Airy) above hog's-back, a small ship and drawing but 17 feet of water which cannot get down the river. She has been there several days waiting for the moon to stretch the tides a little more but it is slow and questionable. Much injury thereby is being done to the producing classes, and if it is not too late we would suggest to President Grant that he include in his message to Congress an item on the improvement of the lower Columbia, and recommend that, as it would be unfair for Oregon to expect the whole United States Treasury to be emptied in her lap, the breakwater construction at Port Orford be postponed a year or two. By all means let the producing classes of Portland have a ship channel to their doors, at the expense of Uncle Sam, for Nature is unkind and illiberal.

—One of the standing jobs which will besiege Congress for some time to come is the proposition to refund the cotton tax, amounting to about sixty millions of dollars. At the last session it was brought to a test vote in the House, and though defeated, developed more strength than its opponents expected. There are indications of preliminary movements to bring a powerful lobby to bear in its favor at the approaching session.

—The Philadelphia Leger says it is one of the first duties of the hour, and most effectual methods of ending the panic, to cultivate the idea "that the world is not coming to an end because of the collapse of certain unfortunate enterprises and unwise operations."

—Count de Chambord's unlucky letter reminds one of the saying of Martin Van Buren, that he would rather tunnel fifty miles, to hold an interview with a person, than write him a letter.

—Rev. A. C. McDougall, of California now on a visit to this State, to labor in behalf of the temperance cause. He is not acceptable to all, by considerable.

—The Chinese have taken to largely adulterating their teas. In London notices have been given to merchants in China that all spurious teas will henceforth be destroyed.

EXCELLENT—These Sugar Cured Hams, and that Fresh Roll Butter, Fresh Buckwheat, (this year's crop), Corn Meal, Cracked Wheat, Flour, etc., at Cas.'s.

### TELEGRAPH DISPATCHES.

#### The Price of Gold.

PORTLAND, Nov. 28.—Gold in New York to-day, 109½; Portland Legal Tender rates, 90½ buying, and 91½ selling.

#### Miscellaneous News.

The Utah Southern Railroad to Provo is finished.

McMahon has accepted the resignation of several of his Cabinet.

Reports that violence had been offered by the Madrid populace to General Sikes are pronounced false.

There is no possibility, it is said, of settling the diplomatic controversies between Spain and the United States for many months to come.

Colonel Wm. H. Farrar, formerly United States Attorney at Portland, Oregon, and of the late years representing much Pacific Coast legal business at Washington, died on Friday last.

The Spaniards claim that the Virginus was not an American vessel; that Ryan was not an American citizen, and that the vessel was in unlawful expedition at the time of the capture.

The prospect of war with the United States seems to be accepted at Havana. The Captain General and his military chiefs are having frequent consultations. Active preparations are being made for defending Havana.

The mills in the vicinity of Troy, New York, employing over five thousand persons, resumed work on the 24th. The mills at Newburgh and Poughkeepsie, which have resumed work, give employment to 650 men.

Tweed remains in the Tombs, but is complaining of the dampness and stench of the cell in which he was first placed. Over one million dollars' worth of his property was transferred on the 25th. It consisted entirely of real estate in New York.

The Counsel for Tweed present a bill comprising nine objections on which to base arguments for stay of proceedings. The prosecuting officer may ask time to consider the bill, and Judge Davis may possibly take time to consider the points presented. It is reported in the meantime that Tweed will not be placed on Blackwell's Island.

The explanations given by the French Government with regard to the pastoral of the Bishop of Nancy, ordering prayers for the recovery of Metz, and Strausburg, are regarded as unsatisfactory. The Archbishop maintains an attitude of resistance, and is surprised at the severity of the measure.

The War Department has issued a general order requiring that all disbursing officers, as far as practicable, shall keep the bulk of all public funds advanced to them in independent Treasury offices, and limit the deposits in the local depository banks to such amounts only as may be actually necessary for small local payments.

The agent of the Associated Press is authorized by Minister Sickles to say there is no foundation for the report published in New York on the 21st, to the effect that he (Sickles) had broken off social relations with the Foreign Minister, and that he had expressed an opinion that war was inevitable. The agent is also authorized to state that official and personal relations between Minister Sickles and the Spanish officials are unchanged, and that Mr. Sickles has not expressed any opinion as to the pending question.

The New York Republican Central Committee have adopted a series of resolutions, declaring the capture of the Virginus and the slaughter of the crew an outrage demanding speedy redress and security against repetition, extending sympathy to all people struggling for freedom, but declaring that if Spain is in earnest in her design to establish a Republic she will liberate the slaves in her territories and give the people of Cuba a government of their own choice; concluding with a resolution expressing confidence in the Administration to uphold the honor of the Government in the matter.

—The French bark Nouvean St. Michael has been chartered to load wheat for Cork at £410s. She comes from San Francisco.

### MARINE NEWS.

—A. M. Simpson & Brother of San Francisco, leading men of the North Pacific coast trade, have purchased the steam tug C. J. Brenham, for use on the Coos Bay bar. They have built a vessel at Coos bay every year for several years past, and we understand intend to build another next season. Of the vessels built by them we have in this trade the barkentines Melancthon, Webfoot, Oregonian, and the Portland. They are all first class vessels.

—We are informed from private sources that the following vessels in South American ports October 25th have been chartered to load with grain in the Columbia river for the United Kingdom: Sophia D., McCaslin master; Nonantum, Thomas; Al- loa, Henry; Sagamore, Wood; Admiral Fitzroy, Francis; Itasca, Rich; and the Annie W. Weston, Yates. We do not feel justified in adding some of the list, without further information.

—The Portland Commercial has the cargo of the Mariano down for the United Kingdom. As the Mariano cleared from Astoria for San Francisco, the cargoes of the schooner Hera, barkentine Portland, and steamer Idaho, could with equal propriety be included in the list, but are not so mentioned by that paper. Perhaps the Commercial thought the Mariano sailed on a foreign voyage. It is no doubt difficult for interior papers to note exactly the movement of sea-vessels.

—We have often heard of fast men slow men, and the like, but for genuine business men, refer to some of the masters of our coasting vessels. Capt. Clements, for example, wishing to get to sea with the Rival as early as possible, himself turned out at the star light, and as captain, mate and stevedore, loaded 20,000 feet of lumber at Ferrell's wharf before breakfast!

—The Commercial Herald says the purchase of the C. J. Brenham for Coos bay was made necessary from the recent wreck of the only serviceable tug there, and that she will go at once to her new field of labor, as a fleet of vessels now lie there unable to reach the Coal banks for want of a suitable tug.

—The trial of Frank Harris, mate of the ship Sunrise, was concluded at noon on the 25th in the United States Circuit Court at San Francisco. Harris was convicted on the 29 counts of indictment for cruel treatment of sailors. He received the verdict of the Jury with perfect coolness.

—The schooner Ivanhoe, Wells master, went to sea on Thursday with a cargo of flour, etc., from Portland for Coos bay, in exchange for coal. We hope Capt. Wells will make another similar exchange, and thus open a new line on the coastwise trade of Oregon.

—The ship Roswell Sprague, hence for Liverpool February 20th, with a cargo of 44,000 bushels of wheat, and afterwards put into Valparaiso in distress, after a severe storm, left Valparaiso for San Francisco on the 15th of October.

—We understand that the bark Whistler, Captain Simpson recently from Knappton to Bolivia with a cargo of lumber, will not return to the Columbia river at present. She is now in San Francisco.

—The schooner Gotama, one of Simpson's vessels reported outside at San Francisco, a few days ago, as the telegraph stated "from Astoria," did not go from here, but was from Coos bay.

—It is stated that the Ellen Goudy goes foreign from San Francisco, with a cargo of wheat loaded at Vallejo, and that vessel is dropped from our list thus.

—The new schooner Ettie May, loaded with wheat for San Francisco, left here yesterday. She is a neat, trim little vessel, built at Westport in this county.